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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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~~C O N F I D E N T I A L~~

COUNTRY	Czechoslovakia	REPORT NO.	<div></div>	50X1
SUBJECT	Czechoslovak State Automobile Transport National Enterprise in Prerov 50X1	DATE DISTR.	26 April 1955	
DATE OF INFO.	<div></div>	NO. OF PAGES	5	
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		REFERENCES		

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THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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Attached is  as received

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STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC							
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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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50X1

**COUNTRY** Czechoslovakia 50X1

**SUBJECT** Czechoslovak State Automobile  
Transport National Enterprise in Prerov

**DATE DISTR.** 25 Jan 1955**NO. OF PAGES** 4**DATE OF INFORMATION****REFERENCES:****PLACE ACQUIRED**

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**THIS IS UNEVALUATED INFORMATION**

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**Identification Data**

1. The Czechoslovak State Automobile Transport National Enterprise was located in the south section of Prerov (N 49-27, E 17-27) on the east side of Tovarni Street, directly across from the rail freight yards. The Czechoslovak State Highways National Enterprise was in the same area.
  - a. CSAD (Ceskoslovenska statni automobilova doprava, narodni podnik - Czechoslovak State Automobile Transport National Enterprise).
  - b. CSSH (Ceskoslovenske statni silnice - Czechoslovak State Highways National Enterprise).

**Plant Layout**

2. Reference is made to page 4, a  sketch of the Czechoslovak State Automobile Transport National Enterprise (CSAD) area in Prerov

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1. Fence, board, two meters high.

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2. Oil and petroleum storage, wooden shed, 4 x 4 x 4 meters, tar paper low-pitched gable roof. Belonged to CSAD. Oil and petroleum was stored in 200-liter metal barrels. Source estimated that about 2,000 liters of oil (BB and AF oil for crankcase and C oil for gearboxes) and 400 kgs. of grease were always on hand.
3. Service station with two electric pumps; one pump for naphtha and one for gas.
4. Repair plant located adjacent to the southwest section of CSAD and CSSS area. Steam boilers used for central heating in various plants in Prerov were repaired here. This plant was formerly called Kulka. [redacted]
- 50X1 [redacted]
- 50X1 5. Tovarni Street, hard-packed surface. Six meters wide to point 7; from point 7 north it was 12 meters wide along points 7, 8, and 9.
- 50X1 6. Repair and carpenter shops belonging to CSSS. A wooden building, 15 x 4 x 3 meters, single story, tar paper shed roof, divided into three sections. [redacted]
- 50X1 [redacted]
7. Garage area. Three wooden garages were located there.
8. Guard post, located at entrance. Two guards were on 24-hour duty. They wore black uniforms and overseas caps with CSAD insignia. Armed with pistols. At night the guards were accompanied by one police dog.
9. Building, three stories, brick, 40 x 15 x 12 meters, type roof unknown. Building formerly belonged to Agrostroj agricultural machinery plant; presently used for CSAD administration offices. A grain storage was located in the south part of the building.
10. Building belonging to CSAD, brick, single story, painted gray, 35 x 10 x 5 meters, divided into three sections; namely, a bus repair shop, offices for foremen, and an automobile spare parts storage.
11. CSAD garages, brick, 20 x 15 x 4 meters, single story. Large enough to accommodate five buses.
12. Main entrance, guarded. This was the only entrance to the CSAD and CSSS area.
13. CSAD building, brick, single story, painted gray, L-shape, 60 x 10 x 5 meters. Sections of building denoted by letters on sketch housed:
- a. Offices.
  - b. Storage for wood and used tires.
  - c. Repair shop for automobile spare parts.
  - d. Lathe shop.
  - e. Lathe shop with two lathes and one grinding machine.
  - f. Storage of new pneumatic tires. Source thought there was an adequate supply of new tires.
  - g. Vehicle repair shop large enough for one truck.

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14. Automobile parking lot with cinder surface.

15. Prerov freight railroad yard.

### 3. Additional information

- a. Passenger vehicles: The CSAD owned ten Avia buses (Skoda - 706 diesel engine), six Hungarian Ikarus buses (Csepel diesel engine), approximately five small Praga-RND buses, and two old Skoda buses.
- b. Freight trucks: Two Tatra-111 (six-cylinder diesel engine), three trucks of Hungarian origin (Csepel, probably six-cylinder diesel engine), three Ford England (six-cylinder gasoline engine), two Ford Canada (six-cylinder gasoline engine), approximately twelve German Fords (six-cylinder gasoline engine), one old Praga (engine converted to use propane butane rather than gasoline), two German Mann trucks, one Hungarian Maros, one new 1954 Avia furniture moving van, and one Zetor-25 tractor (two-cylinder diesel).

c. Dispatch system: [redacted]

50X1 [redacted] The dis-  
 50X1 patch system for trucks worked as follows: The CSAD operated  
 50X1 under contract for one month with various enterprises in Brno and other cities. The contract included the tonnage to be handled by the CSAD drivers with their trucks. No business was conducted between CSAD and private individuals. Also no trucks were made directly available for the armed forces; however, CSAD trucks had been used by the construction firm Moravostav, which was involved in construction work for the military. CSAD trucks were used by Moravostav only when their own vehicles could not fulfill the job.

The three Csepel trucks were usually engaged in delivering CO<sub>2</sub> from the Brodek Gasworks in Prerov to the Olomouc and Gottwaldov districts. For a distance of more than 100 kilometers, trips by Tatra-111 trucks and Avia moving van were arranged so that a full load was carried from Prerov and back. Material carried on return trip was delivered to Prerov or points along the route. Before these long-distance trips, the dispatchers in Prerov would call other CSAD offices in other cities and make arrangements for pickups. One CSAD truck was used solely for the pickup and delivery of orders weighing up to 25 kg. which were delivered from the Prerov railroad station to various concerns or vice versa. When such material arrived at the railroad station, the CSAD dispatcher at the railroad station immediately called the dispatcher at the CSAD office and drivers were sent out to pick up and deliver the material. Deliveries were made C.O.D.

d. Labor force: [redacted]

50X1 the  
 50X1 CSAD had 45 truck drivers and about 50 bus drivers. [redacted]  
 50X1 [redacted] the CSAD was short of trucks and many  
 50X1 of the drivers were used to load and unload material from trucks.  
 50X1 In addition to the drivers there were about 38 office employees.  
 50X1 Klimes (fnu) was manager of CSAD, Vyskocil (fnu) was chief of  
 50X1 the cadre department, Miss Kyrichova (fnu) was in charge of the  
 50X1 personnel department, Krafek (fnu) was in charge of vehicle  
 accidents and repairs, Brezina (fnu) took care of supplies and  
 storage, and Svojsik (fnu) and Machala (fnu) were in charge of  
 the dispatch system.

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